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AUTHORITY
AGO D/A ltr, 29 Apr 1980

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (28 Aug 69) FOR OT UT 692022

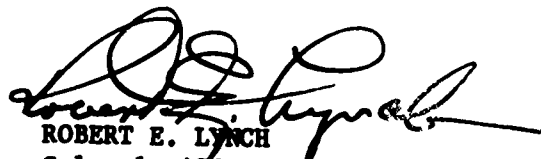
9 September 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 24th Transportation Battalion, Period Ending 30 April 1969

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:


ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

1 Incl
as

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SEP 30 1969

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 24TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CRB-TC-TL-CO

30 April 1969

SUBJECT: Operational Report-Lessons Learned of Headquarters, 24th Transportation Battalion (Terminal) for Period Ending 30 April 1969
(RCS CSFOR-65) (R-1)

SEE DISTRIBUTION:

1. Section I, Operations: Significant Activities:

a. The principal mission of the battalion and each assigned or attached unit from 1 February 1969 to 30 April 1969 continued as follows:

(1) Headquarters, 24th Transportation Battalion (Terminal) continued to direct mission activities of truck units engaged in port and beach clearance, local haul and delivery of cargo and personnel at Cam Ranh Bay Port. In addition, the battalion provided personnel to control and operate the USATSA RO/RO trailer operations at Cam Ranh Bay and provided personnel to augment logistical support activities and outposts as directed by the 12th Transportation Command (Terminal A).

(2) The 24th Transportation Company (Medium Truck) provided vehicles for port and beach clearance and local haul delivery of cargo in the Cam Ranh Bay area.

(3) The 592nd Transportation Company (Light Truck) along with its attached platoons, the 234th Transportation Platoon (Light Truck), 235th Transportation Platoon (Light Truck), and the 564th Transportation Platoon (Light Truck) provided vehicles for port and beach clearance, local haul and delivery of cargo in the Cam Ranh Bay area. They also supplied personnel and vehicles to LSA's at Ban Me Thout, Phan Rang and Bao Loc, RVN.

(4) Organizational charts are attached as Inclosures 1 and 2.

b. General Orders 135, para 2, 1st Logistical Command dated 26 February 1969 directed that effective 10 February 1969 the 515th Transportation Platoon (Light Truck) be returned to USASUPCOM-Da Nang, RVN and the 235th Transportation Platoon (Light Truck) be reassigned to USASUPCOM-Cam Ranh Bay-RVN. 1st Logistical Command message AVCA GO-PL, 105C, DTG 280740Z Jan 69 directed that personnel and equipment would be reassigned to the 235th Transportation Platoon (Light Truck) from the 515th Transportation Platoon (Light Truck). General Order 50, paragraph 1, HQ, USASUPCOM-CRB dated 7 March further assigned the 235th Transportation Platoon (Light Truck) to 12th Transportation Command (Terminal A), who in turn issued General Order 4, paragraph 1 dated FOR OT UT

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AVCA CRB-TC-TL-00

30 April 1969

SUBJECT: Operational Report-Lessons Learned of Headquarters, 24th Transportation Battalion (Terminal) for Period Ending 30 April 1969
(RCS CSFOR-65) (R-1)

10 March 1969 assigning the platoon to this battalion.

c. On 032300Z Mar 69 the Port of Cam Ranh Bay came under rocket attack by an enemy force of unknown size. The immediate area of this command affected by this attack was Pier One, Cam Ranh Bay Port. The total number of rounds hitting the pier was estimated at three. Equipment damage included three (3) each 5 ton truck, cargo. One vehicle took a direct hit in the cargo bed and was subsequently categorized as "Combat Loss". The other vehicles sustained minor damage from shrapnel. There was no damage to the Pier. The driver of the vehicle that took the direct hit was SP4 Gary L. Kubler, US 56838298, 592nd Transportation Company (Light Truck), a subordinate unit of this battalion. SP4 Kubler was evacuated to the 137th Medical Detachment, Cam Ranh Bay and further evacuated to the 12th Air Force Hospital, Cam Ranh Air Force Base, where he underwent immediate surgery for multiple shrapnel wounds. He later died on 18 April 1969, as a result of these wounds.

d. General Order 4, para 1, Headquarters, 24th Transportation Battalion (Terminal dated 10 March 1969 announced assumption of command of the 24th Transportation Battalion (Terminal) by LTC James A. Morsey. LTC Morsey assumed command from LTC Keith S. Kelly who was transferred to S-3, 12th Transportation Command (Terminal A), the battalion's next higher headquarters.

2. Section II - Lessons Learned: Commanders Observation, Evaluations and Recommendations:

a. Personnel:

(1) Observations: The 234th and 235th Transportation Platoons (Light Truck) are organized as company detached platoons, however each has a separate Morning Report, and Property Book.

(2) Evaluations: These units are satellited on the 592nd Transportation Company (Light Truck). This along with the 564th Transportation Platoon essentially creates two Light Truck companies utilizing the personnel and equipment overhead for administrative and maintenance support authorized by TOE, for one truck company. An MTOE has been submitted requesting the authorization of a self sustaining, separate platoon with additional personnel, for administrative and maintenance support for the 234th Transportation Platoon (Light Truck). The MTOE would also apply to the newly reassigned 235th Transportation Platoon (Light Truck).

(3) Recommendations: That the MTOE for the 234th Transportation Platoon (Light Truck) be approved for both the 234th and 235th Transportation Platoons, to create a self-sustaining unit to eliminate the host responsibility for administration and maintenance support by another company-sized unit.

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30 April 1969

SUBJECT: Operational Report-Lessons Learned of Headquarters, 24th Transportation Battalion (Terminal) for Period Ending 30 April 1969 (RCS CSFOR-65) (R-1)

b. Operations:

(1) Drivers:

(a) Observation: A shortage of assigned task vehicle drivers exist within the units therefore during periods of increased port activity it has become increasingly difficult to provide sufficient vehicles to clear the port.

(b) Evaluation: The nonavailability of assigned drivers has resulted in increased handling of cargo being discharged because of increased staging. To increase vehicle availability personnel of all grades who are assigned to other TOE positions and who possess valid operators permits have been utilized on a once a week basis to assist in the clearance mission.

(c) Recommendation: A more vigorous program be established to maintain units at authorized strengths.

(2) MILVAN Operations:

(a) Observation: The 24th Transportation Battalion (Terminal) will be tasked with the responsibility for MILVAN operations at Cam Ranh Bay-RVN.

(b) Evaluation: Through coordination with a representative of this headquarters and a representative of our next higher headquarters the proposed concept of operation was studied and recommendations for assets required for an efficient MILVAN operation was forwarded to 1st Logistical Command. Requirements included personnel (drivers, mechanics, documentation, dispatching and supervisors), equipment (vehicles and tools) and staging area for the containers and a office/maintenance area. Indications are that the MILVAN program is scheduled to begin in mid 69. The added MILVAN mission would be extremely difficult, if not impossible to accomplish with current personnel strength and equipment.

(c) Recommendation: That every effort be made at all levels of command to insure proper site preparation at CRB and that appropriate numbers of personnel and equipment be allotted to insure success of the MILVAN operation.

c. Training: None.

d. Intelligence: None.

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3

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30 April 1969

SUBJECT: Operational Report: Lessons Learned of Headquarters, 24th Transportation Battalion (Terminal) for Period Ending 30 April 1969 (RCS CSFOR-65) (R-1)

e. Logistics

(1) MTOE 55-18G for 24th Transportation Company (Medium Truck).

(a) Observations: Thirty Kenworth trucks and trailers were assigned to the 24th Transportation Company in October 1968 for utilization in the battalion's mission of port and beach clearance for Cam Ranh Bay. However personnel to operate and maintain the trucks or equipment to service them was not provided by the current MTOE 55-18G under which the 24th Transportation Company is operating. Experience has demonstrated conclusively that these pieces of equipment greatly add to this battalion's capability to perform its mission. They provide a large tonnage capability and flexibility very necessary for handling ammunition, cement and out sized cargo. During February 1969 requests were submitted to change the present MTOE 55-18G to include personnel and equipment required to manage the Kenworth truck and trailer assets effectively. This action is recommended in order to provide the assets this battalion requires to effectively perform its mission.

(b) Evaluations: The additional equipment assigned to the 24th Transportation Company has enhanced the unit's ability to effectively perform its mission, however, it has also increased maintenance problems as additional assets of personnel and equipment to maintain the vehicles are not currently authorized.

(c) Recommendations: That the MTOE change for the 24th Transportation Company (Medium Truck) be approved.

(2) Kenworth Truck Preventive Maintenance Service Program:

(a) Observations: As a result of last quarters recommendation, (see ORLL, this headquarters 31 January 1969 para e3 (c)) a letter has been forwarded requesting that a preventive maintenance service program be established by Vinnell Corporation for the Kenworth 552 trucks and Eidel trailers of the 24th Transportation Company (Medium Truck). It is felt that using Vinnell's technical capabilities will eliminate any future recurrence of a major maintenance problem such as occurred last fall with the steering knuckle flanges.

(b) Evaluations: N/A

(c) Recommendations: N/A

(3) IHC, 1890, Commercial Tractor Redistributions

(a) Observations: The forty IHC 1890 series tractors of the 24th Transportation Company became excess late last fall when the unit received its full TOE complement of M-52A2 military tractors. The IHC tractors were shutdown

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30 April 1969

SUBJECT: Operational Report-Lessons Learned of Headquarters, 24th Transportation Battalion (Terminal) for Period Ending 30 April 1969 (RCS CSFOR-65) (R-1)

and removed from service because they could not go through the sand and quagmire areas of Cam Ranh Bay peninsula. During this quarter, disposition and redistribution instructions for these vehicles were requested from Headquarters, USARV and it was directed that the vehicles be transferred to the other support commands within the 1st Logistical Command, namely Saigon and Qui Nhon Support Commands, where they can be operated on hard surfaced roads. This action is currently being carried out.

(b) Evaluations: The inability of the IHC Commercial tractor to negotiate in sand or quagmire under load limited its utilization on the Cam Ranh Bay peninsula. When the 24th Transportation Company's TOE tractors replaced them, their usefulness diminished leaving as the only recourse redistribution of them throughout the command where they could be effectively utilized.

(c) Recommendation: Before a commercial type vehicle is brought into an area of combat operations its capabilities versus the mission requirements and terrain should be carefully weighed.

(4) M-127A2C, 12 Ton Semitrailer Landing Legs:

(a) Observation: The new M-127A2C 12 ton semitrailer's landing legs are not interchangeable nor are they stronger than the old type leg on the M-127A1C model, although they are less expensive to manufacture. Each leg has a different manufacturer's number (left 6880-15-2 right 6880-15-1); and the circular bracket which is perpendicular to the leg casing into which the leg bracing is bolted is 180° out of phase when a right leg is put on the left side and vice-versa. SSG G. Faison of the 24th Transportation Company, an assigned unit of this battalion, submitted an EIR (control number T80616 dated 7 March 1969 and a suggestion (DA Form 1045 dated 11 March 1969) which recommended the removal of the small perpendicular bracket into which the landing pad chain is bolted plus the welding of an additional circular bracket to the landing leg casing 180° out phase with the one currently welded on, (see Incl 3). Over 25 of the tubes to which the landing feet are welded have been severed or broken while less than 10 of the old type were broken during this quarter. Replacement legs are not currently available in the supply system. When available, they will be issued as a complete set; although, only the tubing and the grease cup are needed. An EIR (control number 720914 dated 9074-15 March 1969) and a suggestion (DA Form 1045 dated 14 March 1969) were submitted by the battalion maintenance officer, Cpt Bennett, recommending that a tube and grease cup repair kit be adopted for issue. It also recommended that the tubing be made of a stronger metal or have a thicker wall, (Incl 4). Vinnell Corporation here on Cam Ranh Bay is currently fabricating tubes with a wall thickness of $\frac{1}{4}$ " which is twice as thick as the original which was $\frac{1}{8}$ " thick. The metal used though is more brittle than the original as it is less resilient. This fabrication is necessary because as pointed out earlier no replacement legs are in the supply system. It also points out that the suggested repair kit is quite feasible.

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30 April 1969

SUBJECT: Operational Report-Lessons Learned of Headquarters, 24th Transportation Battalion (Terminal) for Period Ending 30 April 1969 (RCS CSFOR-65) (R-1)

(b) Evaluation: The landing legs of the M-127A2C, 12 ton semitrailer are not completely interchangeable without modification and a thicker metal wall or a stronger metal is needed for the tubing to which the landing feet are welded. A tubing and grease cup replacement kit would be feasible and economical.

(c) Recommendations: It is recommended that the two EIR's mentioned above be adopted so that the M-127A2C 12 ton semitrailer landing leg is completely interchangeable and more economically repairable and that a stronger tubing wall be made available.

(5) Placement of the 5th Wheel Release Lever on the M-52 Series Tractors:

(a) Observations: An assistant driver was killed during the unhooking operation of a semitrailer from a 5 ton tractor. He stood between the duals to hold the fifth wheel release lever forward in the release position because the locking mechanism was worn, (reference: Safety Bulletin #54 Headquarters 1st Logistical Command Incl 5). The driver pulled forward crushing his assistant. It is true that the assistant driver committed an unsafe act, in that he should have been on the deck plate of the tractor or at least have stood out away from the duals. However, the angle at which the lever is set makes it extremely difficult for a medium sized man to get enough leverage on it to actuate it. Its length also makes it difficult to hold it the release position without standing between the duals. The method of fastening rope through a hole drilled in the lever so that the driver can release the fifth wheel from inside the cab only enhances improper disconnecting procedures. On 17 and 18 March 1969, the battalion maintenance officer, Cpt Bennett, submitted a suggestion (DA Form 1045) and EIR (control number 720824) respectively recommending that the release lever be lengthed and placed about 10' off the longitudinal axis instead of about 10' off the horizontal axis, (see drawing number 3). Doing this enables the driver or assistant driver to be on the deck plate of the tractor and to easily actuate the release lever. As an interim, drawing number 3 shows how the current lever location might be modified to the new location.

(b) Evaluations: The current placement of the fifth wheel release lever on the 5 ton tractor encourages actuation from the ground with personnel standing between the duals. This act is unsafe especially when a driver and assistant are acting as a team in an unhooking or hooking up operation of a semitrailer. By placing the release lever about 10' off the longitudinal axis and elongating it, personnel can safely actuate it.

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AVCA CRB-TC-TL-CO

30 April 1969

SUBJECT: Operational Report-Lessons Learned of Headquarters, 21st Transportation Battalion (Terminal) for Period Ending 30 April 1969 (RCS CSFOR-65) (R-1)

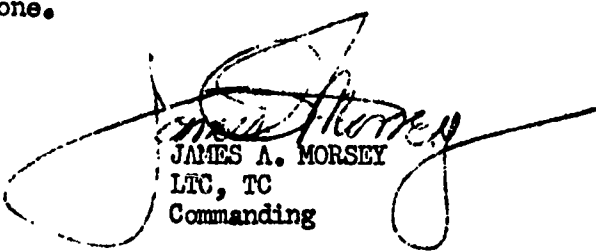
(c) Recommendation: That the EIR submitted by Cpt Bennett be adopted for all newly produced fifth wheels and that an MWO be published directing the interim modification.

e. Organizations: None.

6 Incl

as

Incl 1, 2 and 5 wd Hq, DA


JAMES A. MORSEY
LTC, TC
Commanding

Distribution:

2-CG, USARPAC

2-CG, USARV

14-CO, 124th Transportation Command (Terminal A)

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AVCA CRB-TC-CO (30 Apr 69) 1st Ind
SUBJECT: Operational Report of the 24th Transportation Battalion
(Terminal) for Period Ending 30 April 1969 (RCS CSFOR-65
(R-1)

DA, HQ, 124TH TRANSPORTATION COMMAND (TERMINAL A), APO 96312, 10 May 69

TO: Commanding Officer, US Army Support Command Cam Ranh Bay, APO 96312

1. The Operational Report - Lessons Learned submitted by Headquarters, 24th Transportation Battalion, for the quarterly period ending 30 April 1969 is forwarded.

2. Pertinent comments follow:

a. Reference Section II, para b (1), Drivers: Concur. This command is experiencing extreme difficulty in obtaining qualified drivers. Despite actions to include MOS reclassification, intercommand reassignments and a command-wide driver lend lease program the 24th Transportation Battalion continues to operate with an average of 50 driverless vehicles per day.

b. Reference Section II, para e (1), MTOE 55-18G for 24th Trans Co (MT): Concur with recommended MTOE for the 24th Transportation Company. The unit is operating these vehicles with no increase in personnel. Consequently their vehicles cannot be maintained in the state of readiness desired.

c. Reference Section II, para e (3) (c): IHC, 1890, Commercial Tractor Redistribution: Strongly concur. The IHC Commercial Tractors are not suitable for operation in the Cam Ranh Bay area.

d. Reference Section II, para e (4) (c), M-127A2C, 12 ton Semitrailer Landing Legs: Concur. The M-127A2C 12 ton semitrailer landing leg is unsatisfactory because of the inferior tubing used in manufacturing.

e. Reference Section II, para e (5) (c), Placement of the 5th Wheel Release Lever on the M52 Series Tractors: Concur. The fifth wheel modification would be a safety item and decrease accidents.

3. Concur with the basic report as modified by this indorsement. This report is considered adequate.



H. R. DEL MAR
Colonel, TC
Commanding

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AVCA CRB-GO-O (30 Apr 69) 2nd Ind
SUBJECT: Operational Report of 24th Transportation Battalion (Terminal)
for the Period Ending 30 April RCS CSFOR-65 (R1)


DA, Headquarters, US Army Support Command, Cam Ranh Bay, APO 96312 **22 MAY 1969**

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO-O, APO 96384

This headquarters concurs with the Operational Report of 24th Transportation Battalion (Terminal) with the following exceptions:

1. Reference Section II, paragraph a. Personnel: Nonconcur with proposed MTOE for 234th and 235th Transportation platoons. As stated, these platoons are organized to operate satellited upon other units overhead. There is no need for independent operations and no future requirement exist to place these units in an independent status by this command. Other cogent command personnel shortages take priority and precedence over this requirement and until they can be met no action on this request is advisable.
2. Reference Section II, paragraph b (1). Concur: At present Support Command - CRB has only 71% of authorized drivers. Recommend that civilianization be employed to the maximum extent practicable in all areas to free as many other personnel for drivers as possible.
3. Reference Section II, paragraph b (2). Concur: Construction of the MILVAN hardstand marshalling yard prior to the arrival of MILVAN into Cam Ranh Bay is absolutely essential to the success of the MILVAN pilot operation. In addition MILVAN has the capability, if successful, to be employed in "T" day operations. This is a critical problem and should be given maximum consideration for approval.

FOR THE COMMANDER:


LEE W. SHERRILL JR.
1 LT, AGC
ASST AG

CF: 24th Transportation Battalion (Terminal)
124th Transportation Command (Terminal A)

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AVCA GO-MH (30 April 69) 3rd Ind
SUBJECT: Operational Report-Lessons Learned of the 24th Transportation
Battalion (Terminal) for Period Ending 30 April 1969 RCS CSFOR-65.

DA, Headquarters, 1st Logistical Command, APO 96384 4 JUL 1969

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST,
APO 96375.

1. The Operational Report-Lessons Learned submitted by Headquarters, 24th Transportation Battalion for the quarterly period ending 30 April 1969 is forwarded.

2. Pertinent comments follow:

a. Reference item concerning Drivers, page 3, paragraph b(1). Concur. Both HQ, USAFV and Department of the Army have been apprised of the critical shortage of drivers within this command. An indication has been received that there will be an increase in the training base; however, no applicable increase in drivers has been noted to date.

b. Reference item concerning MILVAN Operation, page 3, paragraph b(2) Concur. Design for this facility will be completed by 25 June 69. Start of construction will probably be delayed by the lack of contractor effort unless Cam Ranh Bay Support Command requests a higher central area integrated horizontal construction priority than 9.5 which is currently being considered.

c. Reference item concerning MTOE for 24th Transportation Company (Mdm Trk), page 4, paragraph e(1). Concur. 1st Logistical Command Circular 310-4 informs subordinate commands of proper procedures for requesting additional personnel and equipment. No MTOE action on this unit has been received by this headquarters. Information received from USASUPCOM, CRB reveals that this action has been returned to the unit for revision. When received at this headquarters, MTOE will be expeditiously processed.

d. Reference item concerning "IHC, 1890, Commercial Tractor Redistribution", page 4, paragraph e(3). Concur. However, the 40 IHC tractors were brought into country for a contract operation, since both military units and equipment were then in short supply. Later, when the military posture improved, the contract was terminated and the trucks were operated by a military unit that was lacking its own TOE trucks (the unit was converted from a $2\frac{1}{2}$ ton light to a medium truck company but has not yet received its new equipment). When the M52 tractors become available, the IHCs become excess.

e. Reference item concerning M127A2C 12 Ton Semitrailer Landing Lc page 5, paragraph e(4). Concur. EIR submission is correct action and will be evaluated by the Army Material Command for adoption.

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AVCA GO-MH (30 April 69) 3rd Ind

SUBJECT: Operational Report-Lessons Learned of the 24th Transportation
Battalion (Terminal) for Period Ending 30 April 1969 RCS CSFOR-65.

3. Concur with the basic report as modified by this and preceding indorsements. The report is considered adequate.

FOR THE COMMANDER:

TEL: LBN 4839


C. D. STAFFORD
1Lt, AGC
Asst Adjutant General

CF:
USASUPCOM-CRB
124th TC Command
24th TC Bn

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AVHGC-DST (30 April 1969) 4th Ind
SUBJECT: Operational Report-Lessons Learned of Headquarters, 24th Transportation Battalion (Terminal) for Period Ending 30 April 1969
(RCS CSFOR-65) (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 17 JUL 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558


1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1969 from Headquarters, 24th Transportation Battalion (Terminal).

2. Comments follow:

a. Reference item concerning "Drivers," section II, page 3, paragraph 2b(1); concur. MOS 64B is a critical MOS throughout USARV with the command at 53 percent of authorized strength. The 1st Logistical Command is currently at 49 percent of its authorized strength in heavy truck drivers. A USARV surplus exists in MOS 64A, a first line substitute for MOS 64B, which increases the driver status to 84 percent of the authorized strength. Information furnished this headquarters by Fort Eustis, Virginia, reveals that action is being taken by CONARC to increase the training output of heavy vehicle drivers, however, no immediate solution to the problem can be foreseen by this headquarters.

b. Reference item concerning "MILVAN Operations," section II, page 3, paragraph b(2); concur. The MILVAN hardstand project was intergrated into the second quarter CY 1969 at priority 9.5. The revised list for the third quarter CY 1969 placed the priority at 14. Construction will not be completed prior to the arrival of MILVAN unless this priority is raised. The 1st Logistical Command has been so advised.

FOR THE COMMANDER:


J. R. GUENTHER
CPT. AGC
ASST. ADJUTANT GENERAL

Cy 1 urn:
24th Trans Bn
1st Log Comd

GPOP-DT (30 Apr 69) 5th Ind
SUBJECT: Operational Report of HQ, 24th Transportation
Battalion (Terminal) for Period Ending 30 April
1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 12 AUG 69

TO: Assistant Chief of Staff for Force Development,
Department of the Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forward-
ing indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

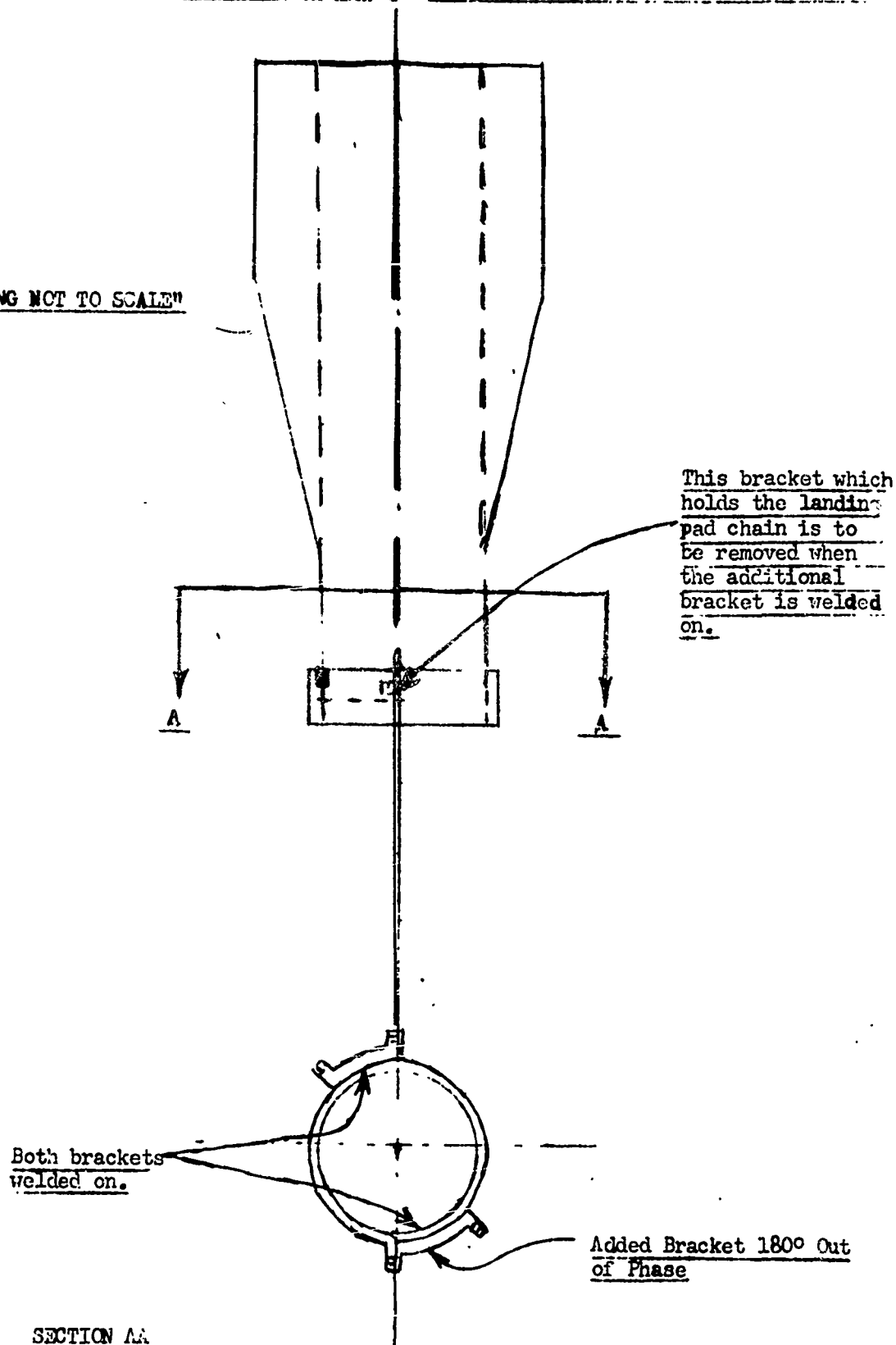


C. L. SHORTT
CPT, AGC
Asst AG

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HL27A20, 12-TON SEMITRAILER LANDING LEG INTERCHANGEABILITY

"DRAWING NOT TO SCALE"



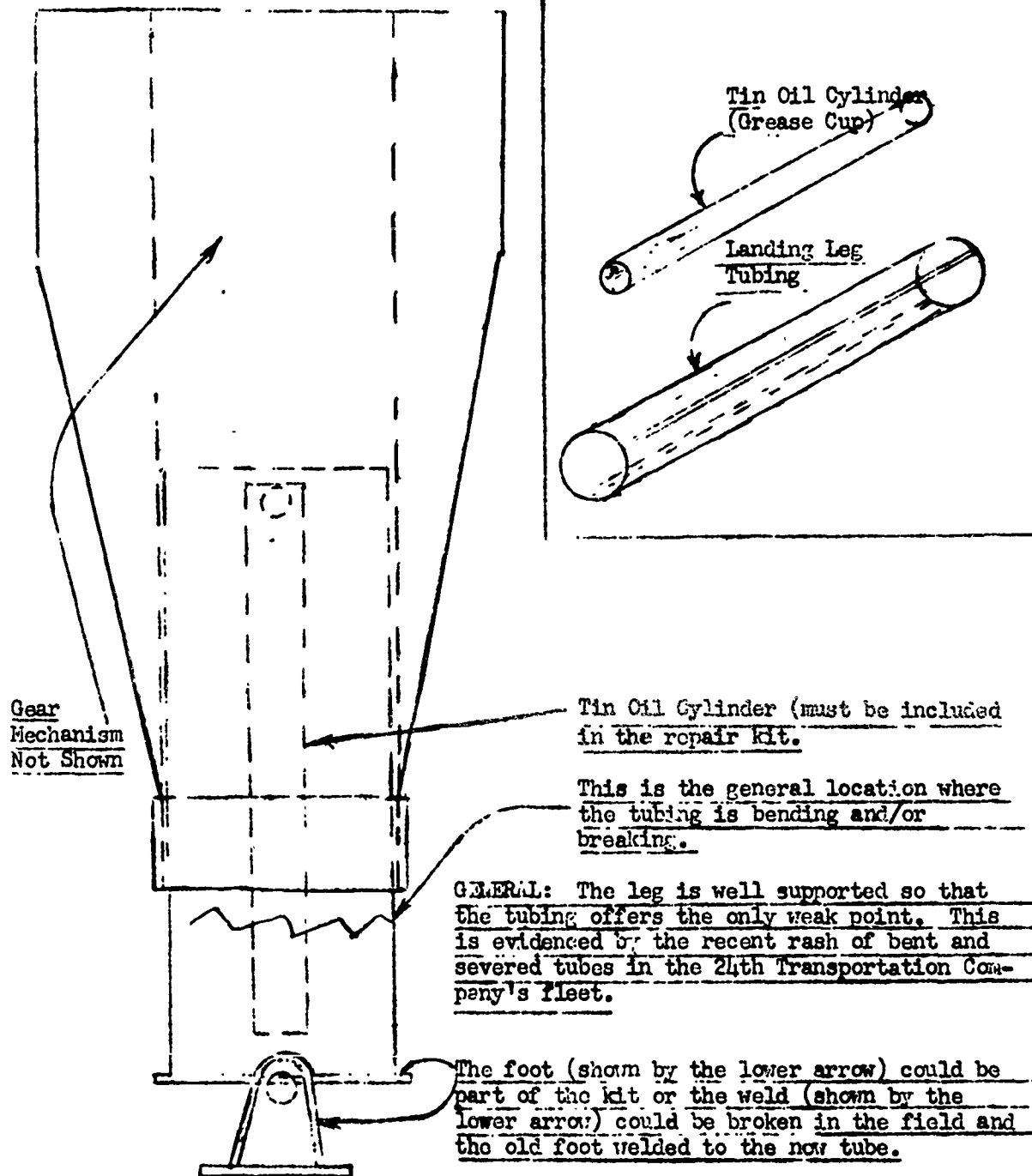
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M127A2C, 12-TON SEMITRAILER LANDING LEG REPAIR KIT

"DRAWING NOT TO SCALE"



Incl 4

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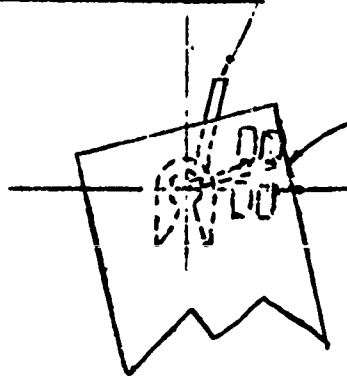
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5-TON TRACTOR FIFT WHEEL RELEASE LEVER RELOCATION

Trailer overhang above the fifth wheel---
driver can actuate release lever from deck
plate, avoiding rear duals, with lever in
recommended position.

Drivers must stand between the duals
to release lever with the lever in the
current position.



Recommended position for the
release lever, about 10° off
the longitudinal axis.
Recommended elongation of
lever to compensate for
trailer overhang as shown
above is 3 feet.

Current position of lever
about 10° above the
horizontal axis.

"DRAWING NOT TO SCALE"

(Some details and
mechanisms left out
for simplicity.)

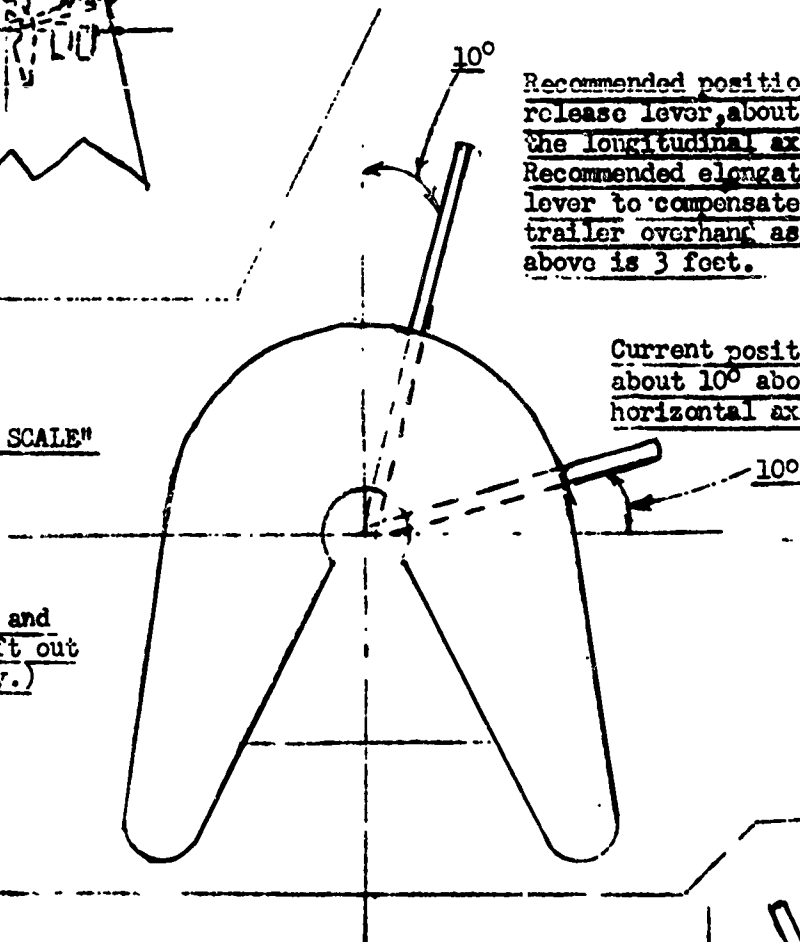
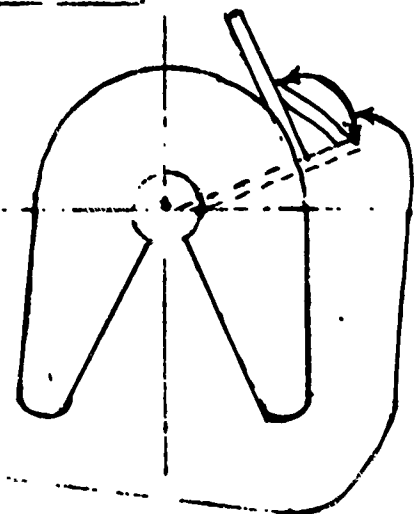


Illustration shows current position and length
of release lever modified to recommended position
by adding about a 2 1/2 foot arm and triangular
brace welded and/or bolted to the
original arm.

16

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Experiences of unit engaged in counterinsurgency operations, 1 Feb 69 to 30 Apr 69.			
5. AUTHOR(S) (First name, middle initial, last name)			
CO. 24th Transportation Battalion			
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17			

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